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GAR PROGRAM TO BE MODIFIED IN TWO ATC REGIONS

Federal Aviation Administration has decided to modify its General Aviation Reservation (GAR) program by exempting turboprop and turbocharged aircraft from GAR requirements in two air traffic control regions. The rule modification, which will become effective April 19, will affect aircraft operating between 18,000 feet and 28,000 feet inclusive in airspace controlled by the en route air traffic control centers in Salt Lake City and Seattle. Turboprop and turbocharged aircraft operating in those areas will no longer be required to make a reservation to obtain an operating slot.

A number of aviation interest groups have been lobbying for such a change since the GAR program was instituted last year. The removal of GAR restrictions for those aircraft in two regions is viewed as a test that may lead to similar action in the rest of the U.S. An FAA official said the new program "is a start and we'll see how it works out" before expanding the program to other areas. Turbojet operations above 29,000 feet were previously exempted from the GAR program nationwide *(BA, Nov. 2/137)*.

RANSOME ORDER LAUNCHES AEROSPATIALE-AERITALIA ATR 42 PROGRAM

Ransome Airlines of Philadelphia has placed firm orders for six ATR 42 aircraft, thus launching the new commuter being developed jointly by France's Aerospatiale and Italy's Aeritalia. The first of Ransome's ATR 42s, valued at a total of $30 million, are to be delivered in the fourth quarter of 1985. They will be powered by Pratt & Whitney of Canada 100/2 engines.

Dawson Ransome, president of the airline, said the ATR 42 aircraft, to be configured with 44 passenger seats, will be used on routes now flown by 27-passenger Nord 262s and 26-passenger Mohawk 298s, a conversion of the basic Nord 262. The new aircraft will be used on some of Ransome's existing routes and on less dense routes the carrier hopes to have by 1985, Ransome said.

Asked if the purchase of the French-Italian aircraft was related to the carrier's recent decision to sever ties with the Allegheny Commuter network *(BA, March 29/97)*, Ransome said, "It is not a direct tie-in to that decision." He said the ATR 42 purchases were part of the carrier's long-range planning and a move that does not impact plans to buy additional 50-passenger DHC-7 aircraft from de Havilland Aircraft of Canada.

Ransome has been operating: four Mohawks 298s that are on lease from USAir until 1985; seven Nord 262s; and six Dash 7s. The carrier's seventh Dash 7 was scheduled for delivery to Ransome headquarters in Philadelphia late last week, the first to carry the new Ransome paint scheme that features the airline's logo on the tail. The aircraft currently in the Ransome fleet will be repainted at a rate of about one per month, with completion scheduled by early June.

Despite the decision to purchase the ATR 42s, other Ransome officials stressed that the carrier plans to employ Dash 7s as the mainstay of its fleet for the foreseeable future. The carrier plans to take delivery of another seven Dash 7s at a rate of two to three per year.

The ATR 42 schedule calls for rollout of the first prototype in June 1984 and first flight in August of 1984. A second prototype is to fly in October 1984, and certification in Europe and the U.S. is expected during the third quarter of 1985, permitting initial deliveries to customers in the fourth quarter of 1985. Ransome deliveries could begin in November of 1985, Aerospatiale said.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — MARCH UNIT SHIPMENTS

		March 82	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	1	3	14
BE-A24R	Sierra	2	6	8
BE-F33A	Bonanza	3	9	24
BE-V35B	Bonanza	1	7	12
BE-A36	Bonanza	12	40	101
BE-A36TC	Bonanza	11	11	14
BE-77	Skipper	1	1	8
• Multi-Engine				
BE-B55	Baron	2	6	16
BE-E55	Baron	1	2	2
BE-58	Baron	3	13	42
BE-58P	Baron	4	7	22
BE-58TC	Baron	0	2	3
BE-B60	Duke	0	3	9
BE-76	Duchess	6	8	11
BE-C90	King Air	4	10	29
BE-F90	King Air	4	10	22
BE-C99	Commuter	3	7	21
BE-B100	King Air	2	4	9
BE-200	Super King Air	11	43	97
BE-200	Super King Air C	1	5	9
BE-200T	King Air	0	0	2
Total		72	197	475
Manufacturer's Net Billing - $39,417,716 (Exports not available)				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700 Model A		1	5	13
HS-125-700 Model B		0	1	4
Total		1	6	17
BRITTEN-NORMAN (Gembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	4	10
BN-2T	Turbo Islander	0	0	2
Mark III Trislander		1	4	4
Total		2	8	16
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		36	75	167
CE-A152	Aerobat	3	5	15
CE-172RG	Cutlass	14	35	80
CE-R172	Hawk XP	0	0	3
CE-172	Skyhawk	48	117	292
CE-180	Skywagon	0	0	8
CE-182	Skylane	23	56	129
CE-182	Turbo Skylane	4	7	18
CE-182RG	Skylane RG	5	26	41
CE-182RG	Turbo Skylane RG	4	11	27
CE-185	Skywagon	5	21	50
CE-188	AGhusky	4	9	29
CE-188	AGtruck	1	9	16
CE-U206	Stationair 6	20	42	92
CE-TU206	Turbo Stationair 6	7	30	72
CE-208	Stationair 8	2	6	11
CE-TU208	Turbo Stationair 8	0	2	3
CE-210	Centurion	11	20	39
CE-T210	Turbo Centurion	8	33	103
CE-P210	Pressurized Centurion	11	15	37
• Multi-Engine				
CE-303	Crusader	18	50	81
CE-310		0	0	1
CE-T310		0	0	2
CE-335		1	1	2
CE-340		6	12	19
CE-402		9	17	34
CE-404	Titan	4	7	11
CE-414	Chancellor	4	14	31
CE-421	Golden Eagle	3	7	25
CE-425	Corsair	3	16	45
CE-441	Conquest	6	18	41
CE-500	Citation I	1	7	25
CE-550	Citation II	13	29	61
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		7	10	19
CE-FA152	Aerobat	1	1	1
CE-F172	Skyhawk	3	14	18
CE-FR172	Hawk XP	1	4	4
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		286	726	1,652

		March 82	Cal. Year	Fisc. Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	5	9
AD-My.20	Falcon	1	5	10
AD-My.50	Falcon	5	14	22
Total		8	24	41
EMBRAER				
• Single-Engine				
EMB-200		1	8	11
EMB-201	Ipanema	0	0	0
EMB-710	Carioca (PA-28-235 Dakota)	1	5	9
EMB-711	Corisco (PA-28RT-201 Arrow)	3	10	11
EMB-712	Tupi (PA-28-181 Archer II)	0	2	5
EMB-720	Minuano (PA-32-310 Saratoga)	1	3	5
EMB-721	Sertanejo (PA-32R-301 Saratoga)	6	6	8
• Multi-Engine				
EMB-110		3	9	31
EMB-121	Xingu	0	1	3
EMB-810	Seneca II	2	9	16
EMB-820	Chieftain	0	0	2
Total		11	53	101
ENSTROM				
• Helicopter				
F28F		*	*	5
F28C-II		*	*	2
280C		*	*	0
280F		*	*	1
Total		*	*	8
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		5	11	32
Merlin III-C		0	2	11
Merlin IV-C		2	5	11
Total		7	18	54
(Exports: 1 Metro III to West Germany and Belgium; 1 Merlin IV-C to West Germany; Export billing: $8,169,000)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	1	8
LR-35A		7	12	40
LR-55		7	13	22
Total		14	26	70
GULFSTREAM-AMERICAN				
• Single Engine				
GR-164	Agcat	0	1	5
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	1	3	12
AE-900	Commander 900	2	3	0
AE-840	Turbo Commander	0	2	12
AE-980		1	0	2
AE-1000		4	8	26
Total		8	14	58
(Exports: 1 GR-1159A to Saudi Arabia; 1 1000 to Australia)				
Manufacturer's Net Billing - $17,135,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	7	16
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	0	3	13
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-6-235		5	9	14
Total		5	9	16
Manufacturer's Net Billing - $253,754				
MITSUBISHI				
• Multi-Engine				
Solitaire		2	2	6
Marquise		1	3	11
Total		3	5	17
(Exports: 1 Solitaire to Italy)				

		March 82	Cal. 82	Fisc. 82
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		10	31	66
M-20K 231		8	28	65
Total		18	59	131
(Exports: 1 M-20K 231 to France				
1 M-20J 201 to South Africa				
1 M-20J 201 to Australia)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	4	7
PA-28-161	Warrior	20	36	94
PA-28-181	Archer II	17	31	68
PA-28RT-201	Arrow IV	4	6	18
PA-28RT-201T	Arrow IV	7	17	43
PA-28-236	Dakota	4	8	26
PA-32-301	Saratoga	4	14	30
PA-32-301T	Saratoga	5	10	16
PA-32R-301	Saratoga SP	3	13	40
PA-32R-301T	Saratoga SP	5	12	41
PA-38-112	Tomahawk	13	30	81
PIPER AIRCRAFT CORP. (continued)				
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	2	4	10
PA-31-325	Navajo C/R	1	8	15
PA-31-350	Chieftain	9	24	67
PA-31T-501T	Cheyenne I	1	4	5
PA-31T-620	Cheyenne II	0	1	4
PA-31T2-620	Cheyenne II XL	5	12	22
PA-42-720	Cheyenne III	2	7	15
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	20	50	125
PA-44-180	Seminole	0	2	2
PA-44-180T	Seminole	2	4	9
PA-600A	Aerostar	0	1	3
PA-602P	Aerostar	6	13	13
PA-T1020		1	1	3
Total		131	312	771
Manufacturer's Net Billing - $21,433,600				
(Exports: 43 Units)				
ROCKWELL INTL.				
• Multi-Engine				
NA-65 Sabreliner		0	0	2
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		0	1	4
Total		0	2	5

* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	March			Calendar Year to Date			Fiscal Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	72	131	133	197	329	354	475	660	703
Bellanca	-	-	11	-	-	66	-	-	154
British Aerospace	1	5	0	6	9	2	17	19	11
Britten-Norman	2	3	0	8	7	6	16	21	23
Cessna	286	469	520	726	1,149	1,950	1,652	2,726	4,061
Dassault	8	10	5	24	23	14	41	45	25
Embraer	11(4)	18(6)	34(10)	52(18)	65(32)	72(25)	100(35)	164(66)	255(71)
Enstrom	*	4	3	*	14	4	*	26	4
Fairchild-Swearingen	7	9	11	18	14	19	54	35	41
Gates	14	12	12	26	24	26	70	62	59
Gulfstream	8	28	4	17	81	19	58	174	69
Israel	*	2	2	*	6	7	*	16	15
Lake	0	3	8	3	10	20	13	36	48
Lockheed	-	-	0	-	-	2	-	-	3
Maule	5	2	3	9	9	14	16	19	27
Mitsubishi	3	*	6	5	4	16	17	14	35
Mooney	18	29	34	59	70	97	131	144	200
Piper	131	289	305	312	683	901	781	1,307	1,803
Rockwell	0	6	13	0	11	31	2	19	73
Short	0	0	3	0	0	8	0	5	9
TOTAL	566	1,008	1,083	1,462	2,475	3,581	3,443	5,384	7,434

* Data not available from manufacturer